

This is to object to the geographical description of this proposed restricted airspace. specifically, using a line that parallels the shoreline, one mile off shore, lacks both legal and navigational precision. In this day and age of GPS navigation with accuracies to within a few meters, all boundaries of special use airspace should be predicated on points of Latitude and Longitude. Just a few such points, which connect the two end-point lines in the proposed rule would do just that. Not only would such a description not adversely affect the DOD's requirements, it would provide everyone with a precise legal and navigational description of the airspace boundaries. In fact, with the present proposal it is impossible to tie the end points because neither parallel line at each end of the area extends precisely one mile out to sea from the shore.

The final rule should be issued without reference to the shoreline; instead by a series of LAT/LON fixes, which provide the boundary the DOD wants, and which will provide the user (and chart makers) with unambiguous boundaries.